

Shipping

LINER CHINA BRINGS MANY MERRY MAIDS FOR HONOLULU

Twenty-five lively thespians, for the most part composed of a bevy of merry and pretty maids, members of the Ferris Hartman Company, were the object of much interest to several hundred Honoluluans who gathered at Alakea wharf this morning and awaited the arrival of the Pacific Mail liner China from San Francisco.

"The chorus girls made the trip one long to be remembered," insisted one officer in the China.

Wednesday evening the China experienced a blow that for several hours sent mountains of green water swirling over the decks and inundating a number of cabins on the lower decks.

During the height of the storm, the theatrical company was holding forth in the saloon, and despite the howling of the gale and the surging seas, the lads and lassies kept the fun and merriment afloat, and few passengers among the one hundred and fifty travelers in the cabin really knew that the elements were attempting to do their worst.

One act from the opera Pinafuro was sung despite the noise and commotion created by the storm.

The China is to remain here until ten o'clock tomorrow morning when the voyage to Japan ports and Hongkong will be resumed. The vessel brought 38 cabin and 12 second-class passengers for Honolulu. The through list includes 85 cabin, 2 second class, and 120 Asiatic steamer passengers.

The Honolulu cargo amounts to 480 tons. The local postal officials received 255 sacks of later mail from the mainland.

On board the China and under strong guard during the stay of the liner at this port are 48 deported Asiatics. Thirty are Chinese who have been gathered up by the Federal authorities along the Coast, the remainder being Japanese.

Several trans-Pacific travelers in the China and proceeding to the Far East are taking out their automobiles.

A small percentage of the passengers are listed as missionaries.

Little Schooners on Treasure Hunt.

VANCOUVER, B. C. August 16.—Bound for the famous Tiburou island in the Gulf of California, which is said to be rich in gold and other minerals which have been successfully held by the fierce natives on the island, who are said to be cannibals, two little schooners, the Tenderfoot and the Drift, of the Victoria Yacht club, left port last evening on their long voyage. They will make their first stop at San Francisco and will stop at San Pedro, San Diego, Ensenada, La Paz and other ports on the way to Tiburou (Shark) island.

The two yachts took sufficient provisions aboard yesterday morning to last them until they get to San Francisco, which port they expect to make in a couple of weeks. Harry Bird, A. Birch and H. Nell are taking the Tenderfoot south, while Joseph Savidge and three others will navigate the Drift. It is expected that the Tenderfoot will make the quickest passage, because she has better lines than her consort, as well as an auxiliary engine.

The Tenderfoot is one of the finest sailing yachts flying the flag of the Royal Victoria Yacht club. She was built by Mr. Bird and his associates during their spare time and measures 37 feet in length, 10.6 feet beam and 5.9 feet draft. Her hull is constructed of fir and her housework and interior is finished in oak. Although a small vessel, she has been designed with such judgment that she has the maximum amount of room for a boat of her size.

The Drift was formerly a Seattle boat. She is two feet shorter than the Tenderfoot and has a foot more beam. It is not expected that the boats will return for about six months.

Seaman's Bill Said to Be Pernicious.

The attention of the shipping world is invited to the most pernicious piece of legislation which is now pending in Congress, namely, the so-called Seamen's Bill. This bill is of interest to all shipowners throughout the world whose vessels trade at U. S. ports and effectively nullifies about a score of treaties with foreign governments regarding the status of seamen at American ports, remarks Shipping Illustrated, the leading shipping journal of the United States. There is not the slightest chance that this bill could reach the Senate before March next year. Therefore it behooves shipowners to take up the matter in earnest and begin a systematic campaign against a law which would give de facto to seamen the right to detain ships by demanding half their wages at every port of call in the United States.

The intolerable conditions which this bill would create would affect foreign owners even more than Americans, and it is not unreasonable to suggest that, perhaps, diplomatic intervention might succeed where the arguments of American owners have failed. As a matter of fact, the delegates of the Seamen's Union which appeared before the committee of Congress on behalf of the bill, laid

emphasis upon the hardships which the measure would entail on foreign ships, thereby hoping to secure the endorsement of the narrow-minded element which still thinks that what is irksome to the foreigner benefits the American owner.

The bill is ostensibly framed to abolish the "involuntary servitude" imposed upon seamen in the merchant marine of the United States while in foreign ports, and the involuntary servitude imposed upon the seamen of the merchant marine of the United States, to prevent unskilled manning of American vessels, to encourage the training of boys in the American merchant marine, for the further protection of life at sea, and to amend the laws relative to seamen.

It deals with the manning of American vessels, hours of labor, etc., and provides further that seamen of any ship, American or foreign, may demand half the wages due them at any port of call in the United States. This latter provision is in direct violation of treaty stipulations with foreign countries, and, to quote the language of the minority report, "is it to be expected that any self-respecting nation will submit to such laws, passed without notice to them and without even the decency and the courtesy of first taking up the question through ordinary diplomatic channels?"

Honoluluans Will See Niagara.

Honoluluans will be afforded an opportunity of viewing Niagara. Not a great waterfall, but a fine, new and commodious ocean-going liner will be brought to the gateway of the city with the completion of the Canadian-Australian steamer Niagara, that is soon to enter the service between Vancouver, Victoria, Honolulu, Fiji, Auckland and Sydney. Word has been received here that the new liner is to be christened Niagara. It was first proposed to call her the Ottawa, but the suggestion that the big liner be named after the famous Canadian falls was accepted. The launching will take place at Clydebank in August, in the presence of Premier and Mrs. Borden and officials of the Union Steamship Company. The new liner is to be 500 feet long, 13,000 tons and will be driven 13,000 horsepower. She is to be delivered in December and will carry 500 passengers.

Ventura Departs from Sydney Today.

The Oceanic liner Ventura is scheduled to sail from Sydney, N. S. W., for Pago, Pago, Honolulu and San Francisco today. This vessel is completing the initial round trip in the new Oceanic service between the United States and Australia.

The local agents will receive a cable immediately following the steamer's departure from the Australian port, which will give all data concerning the number of available berths for passengers who may join the vessel at Honolulu for the coast.

Nihau in With Sugar Cargo.

Bringing 600 sacks sugar, a quantity of empties and 213 packages machinery, the Inter-Island steamer Nihau is an arrival at the port today. This vessel is listed for an early dispatch to the Big Island. The officers report fine weather with favorable seas and winds.

Annie Johnson Made Fair Passage.

The American schooner Annie Johnson, with a large general cargo of merchandise supplied at San Francisco, arrived at Mahukona yesterday, according to a wireless message received at the local branch of the Merchant's Exchange.

The Annie Johnson was nineteen days on the trip from the coast port to Mahukona. The vessel will probably return to San Francisco with a full shipment of sugar.

Saint Kilda to Coast Lumber Ports.

The last of five thousand tons Australian coal has been discharged from the British freighter Saint Kilda and that vessel is to be dispatched today for Noyo, California. It is understood that the freighter has been fixed to take on a big shipment of lumber destined for Australian ports. The Saint Kilda represents a fine type of ocean-going freight carrier.

Blakeley Due Daily.

The American schooner Blakeley, lumber laden and nineteen days out from Everett, Washington, is expected here daily. The schooner Repeat, also bringing a consignment of lumber, should arrive from Willapa Harbor to the order of Lewers & Cooke. This vessel is now thirty days from the Washington port.

Wireless in South Africa.

LONDON, August 1. The South African Government has decided to erect a high power station at Pretoria, at a cost of £80,000.

It is intended ultimately to establish constant communication with Great Britain and Australia.

Some minor repairs are being made in the schooner J. M. Griffiths before that windjammer is dispatched for a return trip to the Sound.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Aug. 19	10:13	1:15	10:13	1:15	10:13	1:15
20	11:20	1:16	10:15	1:16	10:15	1:16
21	12:16	1:17	10:16	1:17	10:16	1:17
22	1:04	1:18	10:17	1:18	10:17	1:18
23	1:46	1:19	10:18	1:19	10:18	1:19
24	2:24	1:20	10:19	1:20	10:19	1:20
25	2:56	1:21	10:20	1:21	10:20	1:21

First quarter of the moon Aug. 19.

WEATHER TODAY

Temperature—6 a. m., 72; 8 a. m., 78; 10 a. m., 80; 12 noon, 80. Minimum last night, 71.
Wind—6 a. m., velocity 1, direction North; 8 a. m., velocity 1, direction Southwest; 10 a. m., velocity 8, direction Southeast; 12 noon, velocity 14, direction South. Movement, past 24 hours, 164 miles.
Barometer at 8 a. m., 29.98. Relative humidity, 8 a. m., 68. Dew-point at 8 a. m., 66. Absolute humidity, 8 a. m., 6.988. Rainfall, 0.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Friday, Aug. 23.
TACOMA.—Sailed, Aug. 22, schr. Annie Campbell, for Honolulu.
SAN FRANCISCO.—Arrived, Aug. 22, bk. Hecla, hence July 20.
Sailed, Aug. 23, 1:30 p. m., S. S. Manchuria, for Honolulu.

S. S. CHINA sails for Yokohama at 10 a. m. Saturday.

S. S. SIERRA sails for San Francisco at 12 m. Saturday.

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Shinyo Gardens the Pride of Smith.

Captain Stanley Smith, the jolly commander of the Toyo Kisen Kaisha liner Shinyo Maru, has other attainments than those of a navigator, of which he is proud to boast. For one thing, he is an authority on the literature of Japan, speaks the Japanese language fluently and knows the island Kingdom like a book, says the San Francisco Bulletin. In addition, he is something of an amateur botanist and his study of rare plants and ferns has earned for him the title of "The Botanical Mariner."

High up on the after end of the Shinyo Maru's boat deck is a palm garden, already as famous in the Pacific as many of the palm courts on land. It is filled with ferns and plants of almost every description and is a source of never-ending joy to the horticulturist. The steamship company has made arrangements with the best kept gardens in Japan to keep his palm room in perfect condition and to provide an ever-changing succession of plants that are not only beautiful, but of scientific interest. From the century-old dwarfed fir to the rare orchids from Manila, the list of plants is a complete one.

Whenever he can steal an hour from his cares as navigator and administrator, Captain Smith flees to the palm garden, where he can find rest and comfort in its quiet atmosphere. He likes to inspect the big stag-horn fern, a native of the Andipodes and a member of the orchid family, which forms the central decoration in the room. This fern never stops growing. As the old growths die, they decay and help to fertilize the succeeding shoots. The fern is still a young plant, but in time to come it will assume large proportions. Sometimes they assume enormous size, and the really big ones weigh several tons and can only be seen in their forest home. The leaves of the plant are a beautiful reproduction of the horns of a stag. It is a hardy fern, and under the right climatic conditions withstands all kinds of abuse.

There is also to be found an orchid and one other rare plant, which were presented to Captain Smith by Vice-Governor Gilbert of Manila and his wife during the call made at the island recently by the Shinyo Maru.

Captain Smith daily makes a round of the plants in the palm garden when the Shinyo Maru is at sea, and when he notes the lack of attention to some delicate shrub he loses no time in notifying the head gardener of the fact. Some plants do not thrive at sea as well as others, and the skipper sees that these are replaced when the ship returns to Japanese waters.

Tables are installed among the palms and here the lady passengers spend the warm afternoons at sea playing bridge and taking tea. The garden was a favorite spot of Prince Waldemar of Prussia, nephew of the German Emperor, on his voyage on the Shinyo Maru from Hongkong to Yokohama. In a letter which he sent to Captain Smith, with an autographed photograph of himself, he recalled the pleasant hours he spent among the ferns and tiny trees.

Captain Smith was in the service of the China Mutuals line for seventeen years and has been in command of the Shinyo since the day it went into commission. He carries two medals, one a decoration of the Order of Sacred Treasure, a silver and enameled star, set with rubies, which was presented by the emperor for his heroic work in landing Japanese troops at the front during the Russo-Japanese war. The other is the regulation gold war medal.

Captain Smith is not carrying troops and munitions of war these days, and the palm garden is his hobby. In his spare moments he

sometimes divides a little time with the two-months-old chow puppy, which a friend in Japan presented to him on the Shinyo's outgoing trip.

PASSENGERS ARRIVED

Per P. M. S. S. China, from San Francisco.—For Honolulu: Miss R. T. Caldwell, L. S. Connors, Jas. J. Cockett, Mrs. N. DeLeon, Wm. Fink, Judge A. S. Hartwell, J. Layne, Miss F. K. Morrison, Miss O. L. Saunders, Edward Wardfield Jr., Miss Louise Wardfield, Paul B. Waterhouse, Mrs. Paul B. Waterhouse, R. Arbuckle, Mrs. R. Arbuckle, Lawrence A. Bowes, Mrs. Lawrence A. Bowes, Miss Adelaide Dale, Walter DeLeon, Mrs. Walter DeLeon, Miss Bettie Devereaux, W. Franklin, Mrs. W. Franklin, Arthur C. Fox, James Gregory, Miss Amy Hanson, Miss Fay Hartley, Ferris Hartman, Mrs. Ferris Hartman, Miss Josephine Hartman, Master Paul Hartman, Miss Alma Norton, Henry Pollard, John Raynes, Miss Fay Rosten, Miss Dorothy Russell, Miss Bernice Stahl, Elmer Thompson, Miss J. C. Vermont, For Yokohama: E. M. Barnby, H. B. Benninghoff, Rev. F. Q. Brown, Miss G. Compton, Miss Gertrude Emerson, J. A. Foote, H. P. Hoffman, Mrs. H. P. Hoffman, Miss Helen Hyde, T. Katayama, R. Konno, A. Lowenbein, Mrs. A. Lowenbein, Master Paul Lowenbein, Miss Blanche Lowenbein, G. M. Sinclair, P. S. Siocum, Rev. C. B. Tenny, Dr. F. O. Wolf, Mrs. F. O. Wolf, Fred Wolf Jr., Miss Ruth Wolf. For Kobe: Miss M. Bacon, Mrs. Melissa Kim, Mrs. J. Latting, Mrs. R. H. Oliver, Wm. J. Sutherland, Miss Ethel Van Wagoner, R. M. Weaver. For Shanghai: C. A. Biddle, Mrs. A. C. Grimes, Master Albert Grimes, Master Parker Grimes, E. Marsden, Mrs. E. Marsden, Miss Marie Moler, Mrs. Lucille Neath, Mrs. F. A. Oliver, Mrs. R. A. Parker, Miss Gladys Parker, Master Eugene Parker, Miss Jeanette Rosbrook, F. J. Seaman, Miss Agnes Stanley, C. H. Westbrook, Mrs. C. H. Westbrook, G. H. Wong. For Hongkong: Mrs. Ruby Adams and infant, Master Terrell Adams, Mrs. R. Baker, Mrs. J. L. Beach, G. A. F. Bidwell, Mrs. G. A. F. Bidwell, H. C. Chambers, Mrs. H. C. Chambers, Miss Mary E. Chambers, Chas. A. Clark, James Gregory, Miss A. V. Harding, G. E. Heath, L. Knox, Mrs. L. Knox, Manuel Ku, Thos. Kydd, Cyrus Landersdale, Low Chin, J. W. Marker, Donald G. McVean, Mrs. Donald G. McVean, W. A. McVean, Mrs. T. M. Nichol, A. H. Platt, Mrs. A. H. Platt, Quan Yoi, Edmund Quinan, Chester Rasmussen, Rev. A. E. Seagraves, W. A. Sherr, M. S. Shilbeth, Prof. C. A. M. Smith, Mrs. Josephine M. Spoorburg, F. M. Vanderveer, Mrs. Mabel Whitener.

Two of the six members of the conference committee, Senator Brandegee and Representative Stevens of Minnesota, declined to sign the report. Those who attached their names to the agreement were Senators Eristow and Simmons and Representatives Adamson and Sims. As perfected in the conference committee, the canal bill now provides:

"Free passage for American ships engaged in coastwise trade.

"American registry for American owned, foreign built ships engaged exclusively in foreign trade.

"No tariff on foreign shipbuilding materials for use in this country.

"Trust owned ships prohibited from the canal.

"Railroads prohibited from owning competing waterway lines operating through the canal or elsewhere."

The conference agreement will be reported to the House and Senate tomorrow, and it is believed it will meet opposition. In dropping the Senate amendment giving free passage to American ships engaged in foreign trade the conference committee yielded to those who considered this clause a direct violation of the treaty with Great Britain.

Practically all the force of the Bournie railroad amendment attached to the bill in the Senate was retained by the conference. It was rewritten to give the Interstate Commerce Commission the right to determine whether railroads should be allowed to hold water lines and to sanction such ownership when it was in the public interest.

The railroad section of the bill is drastic and broad in the powers it confers on the Interstate Commerce Commission. It prohibits railroads, after July 1, 1914, from owning or controlling competing steamship lines "operating through the Panama canal or elsewhere," and gives to the Interstate Commerce Commission the power to determine whether the railroad and steamship lines are "competing carriers" within the meaning of the law.

CHORUS GIRLS ARE WANTED IN ORIENT

LOS ANGELES, August 13.—The California type of beauty is the thing that appeals to Chinese and Japanese audiences, declared W. R. Hughes, a wealthy theatrical man, who registered at the Alexandria today and who is here for the avowed purpose of selecting twenty-five pretty California chorus girls for Oriental theatres. Hughes, who comes direct from Shanghai, mourns the fact that he lost six of his girls in one year by marriage in the Orient, and says he is going to bond the next batch against Cupid.

"I want several girls of the Gibson type," he said, "and some blondes. I can use brunettes, too, though Oriental audiences like the blondes better."

The Manningry is scheduled to load cargo at Newcastle in early September.

HUNGRY FILIPINOS ACCEPT EMPLOYMENT AT 25 CENTS A DAY.

LOILOLO, P. I., July 23.—There is no doubt of the existence of a sad state of affairs at Sagay, Hanapla, Cadiz, Escalante and other towns in Negros Occidental. First came the terrible drought which nearly ruined the crops, and only recently the locusts and tagusts have destroyed every green thing in many instances actually hungry. They, however, do not seem to mind it very much. The presidente of Sagay has reported to Governor Yulo that ever a thousand men in his municipality are without work.

The government, at the instigation of Governor Yulo, sent Mr. Carballo to Sagay and offered the men fifty centavos (50c) per day to work, which they refused at first, stating that the mills at Cadiz paid sixty centavos. Mr. Carballo, however, refused to give more with the consequence that finally a number accepted the half peso and went to work. There will, in all probability, be considerable suffering in some of the towns as a result of the many misfortunes they have had visited upon them.

At Cadiz Nuevo, Negros Occidental, Presidente Santos is employing all the idle men he can use in repairing the streets. Many have applied to the mills at Fabrica, where are located the works of the Insular Lumber Company, for employment, and the mill people are supplied at present.

On the fifteenth instant a case of cholera was discovered at La Carib, Negros Occidental by Dr. Josen who immediately took steps to insure sanitary measures being adopted. It is hoped this is but an isolated case.

Young Wife.—Somehow I cannot get my bread to rise.

Hub.—Why don't you set the alarm clock?—Boston Transcript.

"He exaggerates very much, doesn't he?"

"I should say so. He is quite capable of allying to the disappearance of one of his hens as a fowl mystery."—Baltimore American.

Photo-Engraving of highest grade can be secured from the Star-Bulletin Photo-Engraving Plant.

PANAMA CANAL BILL FAVORING COASTWISE SHIPS

WASHINGTON, August 14.—An agreement on the Panama canal administration bill was reached by the conference committee of the House and Senate today in which free passage is denied to American ships engaged in foreign trade. Foreign shipbuilding materials are admitted free of tariff to the United States and the Interstate Commerce Commission is given power to break up any combination of competing rail and water lines which it finds are not for "the public good."

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COAL CARGOES FOR HONOLULU

Ten and twelve thousand tons Australian coal are due to arrive at Honolulu within the next thirty days in two large British freighters under charter and consigned to the Inter-Island Steam Navigation Company.

The British steamship Strathallan is understood to sail from Newcastle, N. S. W. within a few days with over five thousand tons fuel for the local steamship company. This vessel should arrive here on or about September 15th.

The British steamship Manningry, a vessel of fair tonnage, is destined to follow the Strathallan with a shipment of coal approximating ten thousand tons.

The Manningry is scheduled to load cargo at Newcastle in early September.

MIXED CAR LOAD JUST ARRIVED

Roll Top Desks

Flat Top Desks

Standing Desks

Typewriter Desks

Office Tables

In Golden and Fumed Oak

Coyne Furniture Co.

Young Building

Two Days More

Of These Generous Reductions

In Men's Fine Shoes

We recommend our customers to take advantage of this sale during the next two days. With the increase in the cost of leather it will be a long time before you will have another such opportunity to secure the best makes of shoes for such a low price.

Some nice numbers in large sizes still left.

\$4.00 \$5.00 \$6.00

Shoes for the Price of a Cheap Shoe

\$3.00

MANUFACTURERS' SHOE CO.,

1051 Fort Street

Telephone 1782

ODDS AND ENDS AT THE PORT

The British tramp freighter Saint Kilda is to be dispatched for Puget Sound upon the completion of the discharge of a cargo of Australian coal at this port.

The last of the cargo of sugar, pineapples, rice and sundries is going into the Oceanic steamer Sierra, prior to the departure of that vessel for San Francisco at noon tomorrow.

Captain Josselyn, master of the American bark Nuuanu, which recently changed ownership, is awaiting some word from the mainland concerning his future movements.

A wireless received late last evening from the Matsuo Navikaitich steamer Honolulu gives the vessel's position as 425 miles from Honolulu with light northerly winds and heavy seas.

The Inter-Island steamer Claudine is to depart for Maui and Hawaii ports at five o'clock this evening will be supplied with a large list of general cargo. The vessel will carry mails and passengers for the regular island ports.

After completing the discharge of general cargo from the mainland and the taking on of a quantity of sugar, the American-Hawaiian freighter Misourian sailed for island ports last evening.

The United States army transport Logan sailing from Manila for Nagasaki and Honolulu on July 15th is believed to have arrived at the Japanese port yesterday there to remain until a consignment of coal can be loaded for San Francisco.

LONDON, Aug. 2.—Following the promulgation of the findings of the directors of the White Star Line, including Messrs. Ismay and Franklin, met here. It is stated they decided to make such alterations as experience and the findings of the committee suggest, in the Megantic, the Titanic's sister ship, now being built at Belfast.

WINE AND LIQUOR MERCHANTS

Merchant, Near Fort

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WANTS

ANNOUNCEMENT.

Gregorio Domingo, experienced musician, begs to announce that he will open musical studio Sept. 1 at room No. 17, Kapiolani Bldg. Tel.